



**CITY OF GRESHAM**  
**Early Neighborhood Meeting**  
**Phases 2 & 3 Gresham-Fairview Trail**  
**(Burnside to Springwater Trail)**  
**Council Chambers – Gresham City Hall/Civic Center**  
**THURSDAY, May 28, 2009**

**STAFF PRESENT:**

Phil Kidby, Landscape Architect  
Mike Green, Civil Engineer  
Randy Shannon, Parks & Recreation Division Manager  
Laura Guderyahn, Watershed Restoration Coordinator

**Call to order: Introductory Remarks:**

The meeting was called to order at 7:05 p.m. by Phil Kidby, Landscape Architect and Project Manager for the Gresham-Fairview Trail. Phil introduced Mike Green, Randy Shannon and Laura Guderyahn.

**Presentation:**

Phil presented an overview of the proposed trail plan, including maps showing the re-routing of the trail to ensure protection of wetlands and critically sensitive turtle habitat; bollards to block any unwanted vehicles on the trail; pervious asphalt for stormwater absorption (no need for irrigation system); acquisitions in process for the adjacent property owners; and a bridge crossing at Powell near Southwest Park.

**Concerns from Citizens:**

**Why the change from the original railbed?**

Laura Guderyahn addressed this issue by explaining the discovery of the nests of Western painted turtles (a state-listed-critical species), in the wetlands along the original trail route and the Fairview Creek Headwaters. The ODFW (Oregon Department of Fish and Wildlife) is working closely with the City to ensure the protection of the turtles.

**Why a crossing bridge in the proposed location to cross Powell? How is it being funded? Wouldn't it be better to spend the money to provide safe crossing of Division?**

A concerned citizen raised the issue that the cost of bridge construction across Powell could be better spent on a Division crossing as there is existing road right of way on Powell if you go further down to Powell Loop to the signals and crosswalks that already exist. Also, if the trail stayed on the west side of Powell, it would provide a better view of the wetlands for trail users. The funding for the bridge construction was approved grant funds from Earl Blumenauer – Transportation Enhancement Grant. Mike Green said he would work with Randy Shannon and review the history and project details.\* The Division street crossing issue was discussed highlighting these factors: 1) A regular Division crossing light is not warranted at this time until use of the trail proves usage and need for converting the crossing signal to full lights; 2) because of the width of Division, an over-crossing bridge would require a large area on both sides of Division to compensate for the rise and span it would require to cross Division.

\*Response to this question after review (Randy Shannon):

The Gresham Fairview Trail Master Plan shows three proposed alignments for the trail near Powell Blvd. Two of these alignments use the signal at Powell Loop to cross

Powell and one uses a bridge. The bridge crossing was determined to be the preferred alternative, but was assumed to be cost prohibitive.

During the early development of the Gresham/Fairview Trail project the wet lands and turtle population north of Powell Blvd. became an issue. A biologist discovered a viable population of a sensitive species, the western painted turtles. It became apparent that ODFW would prevent a trail on the old railroad bed, which was used as a nesting area by the turtles.

The trail needed to move either east or west of the wetlands. The western new alignment would require a raised walk way over the wetlands. The cost of the raised walkway would be high and permitting would be difficult. The eastern alignment would require widening of the Powell sidewalk to accommodate two-way bike and pedestrian traffic. The cost of widening the sidewalk would be high and permitting difficult.

The cost estimated cost of mitigation and construction for the alternatives became more than half the cost of a new bridge. It would be unlikely for ODFW to allow impact to the wetlands and turtle population when the bridge alternative was not cost prohibitive. The decision was made to apply for a Transportation Enhancement Grant to construct a bridge across Powell.

**The Bechtold neighbors are concerned about the "asphalt" trail being located "right under their decks"; noise level and inviting negative social activities...**

This was addressed by reassuring them that the more positive social activities in the area by having families, cyclists, joggers, etc. on the path will diminish the negative social activities and plantings on the hillsides will help with the noise.

**The Bryn Mawr neighbors were concerned for wildlife in the area and for the blackberries that are allowed to grow up the hills – why aren't there any native plantings happening in their area?**

Laura Guderyahn assured them that the removal of blackberries and native plantings are being considered, but the area is not the highest priority in consideration of available funds and staff time.

**Who owns the Grant Butte property? What is being done with it?**

There are 32 acres in that property that are still for sale; the City has no funds available to buy it; we are in conversations with Metro about the possibility.

**Meeting was adjourned at 8:30 pm.**

Submitted by: Shirleen Lanter, Program Tech, Parks & Rec Division